

Amendments to the Specification:

Please replace the paragraph beginning on page 1, line 22 with the following rewritten paragraph:

~~DE 320 49 A1 DE 34 20 349 A1~~ discloses a station wagon wherein a rear roof section is movable forwardly or can be removed altogether in order to open a rear roof section. A rear flap door is pivotally supported at the top rear end of the vehicle body by way of two arms. The arms also serve as side frame members for the rear window which can be lowered so that, with the roof section moved forwardly or removed, a large loading opening is provided for the transport of bulky goods.

Please delete the following paragraphs beginning on page 8, line 29, extending to page 9, line 24.

~~In the representation, it is assumed that the front roof part 5 is inserted into the rear roof part 6 before the rear roof part is moved from the closed position supported by support links by which the flap door is moved with its lower end toward the rear wheels 14 forwardly below the vehicle floor. This however is not shown in the figures nor is it shown that the rear window 12 may include a rear transverse frame member on which the preferably frame less rear window 12 abuts when it is closed. As shown the roof 4 comprises two flat roof parts 5 and 6 which are movable relative to the vehicle body.~~

~~and of which the rear part 6 forms the transverse frame member for the rear window 12 so that, with the roof open and also the rear window 12 open, the interior of vehicle is open from the windshield 3 all the way to the rear door 3, delimited on the sides by the roof frame member 7 and 8.~~

~~For moving the rear roof part 6, a drive mechanism 15 is provided which includes an operating linkage 16 and operating levers 17. The drive mechanism 15 is symmetrical with respect to the longitudinal center plane of the vehicle 1 and is arranged along the sides of the vehicle body particularly in the area above the rear vehicle wheels 14. It extends particularly between the side door windows 9 and the side windows 11, which are covered by the vehicle body 18, from the lower vehicle body pivotal support joints upwardly to the rear roof part 6. The pivot joints of the operating arms 29, 28 and of the guide arm 37 of the drive mechanism 15 are stationary support joints on the vehicle body and are indicated by the reference numerals 19 to 21.~~

Please replace the paragraph beginning on page 10, line 3 with the following rewritten paragraph:

For the transfer of the rear roof part 6, the figures show an arrangement, wherein the rear roof part is transferred from its level, almost horizontal, closed position to an upright open position (Fig. 6), in which the rear roof part 6 is displaced from the rear door 13 of the vehicle, that is, it is disposed in the area, or in front of, the rear wheels 14 and, in this way, delimits the loading area toward the vehicle seats which are not shown. As a result, the rear roof part 6 may take on, in its open position, the function of a wind protector which eliminates undesirable draft for the persons sit-

ting in front when the rear roof part 5 is open and also the function of a delimitation for the interior space of the vehicle which is made usable as loading space - possibly after removal of the seats which may normally be arranged in this part of the vehicle.

Please replace the paragraph beginning on page 10, line 30 with the following rewritten paragraph:

In the examples shown, particularly in accordance with Fig. 3, the rear roof part 6 is first pivoted open into a loading position in which the rear end of the rear roof part 6 is tilted upwardly. The rear roof part 6 is pivoted into the loading position as shown in Fig. 3 about a stationary support shaft 22 which is preferably disposed in the front area of the closed rear roof part 6 and extends transverse to the longitudinal vehicle direction. The support shaft is preferably stationary with respect to the vehicle body 18, particularly with respect to the top frame member 44. The rear roof part 6 is supported on, and guided by the support ~~shaft~~ pin 24 with which it is engaged by way of a receiver 23 until it is lowered to the fully open position. The pivot movement from the closed position as shown in Fig. 1 to the loading position as shown in Fig. 3 is achieved by way of the operating lever 17, which is power-actuated. In the loading position, the rear roof part 6 is only slightly displaced from the roof plane but the access to the loading area is substantially improved particularly if the rear roof part 6 forms at its rear transverse frame member the top engagement structure for the rear door 13, or, respectively, the rear window 12. Then a free passage is provided from the floor of the vehicle 1 up to the upwardly tilted rear roof part 6, which facilitates accessing also objects far back in the loading space.

Please replace the paragraph beginning on page 10, line 30 with the following rewritten paragraph:

The rear roof part 6 can be pivoted by the operating levers 17 in an opening direction about the stationary support ~~shaft~~ 22 pin 24 until it extends almost vertically as shown in Figs. 4 and 5 and the receiver 23 can be disengaged from the stationary support ~~shaft~~ 22 pin 24 and linearly moved downwardly away from the support ~~shaft~~ 22 pin 24 so that the rear roof part 6 is no longer guided by the support ~~shaft~~ 22 pin 24. The rear roof part 6 is then further displaced by the four-link operating mechanism 16. The end position of the rear roof part 6 driven by the operating linkage 16, that is, the fully open position, is shown in Fig. 6. Fig. 5 shows an intermediate position.

Please replace the paragraph beginning on page 13, line 18 with the following rewritten paragraph:

The operating lever 17 extends forwardly beyond the bearing pin 25 and the pivot axis 45 of the coupling lever 27 defined thereby and is connected with its arms arm 34 at the pivot joint 35 to the rear roof part 6, which pivot joint is close to the front end of the rear roof part 6. At its other end, the link 34 is connected by a pivot joint 36 to the guide arm 37 of the operating lever arrangement 17 which guide arm 37 is pivotally connected to the vehicle body 18 by a pivot joint 38. The arms 34 and 37 have about the same length and the pivot joint 38 of the guide arm 37 is disposed about in the center area between the connecting joints 32 and 33 of the operating arms 28 and 29 to the vehicle body 18. The pivot joint 38 is disposed about at the same level as the pivotal connecting point 32 of the operating arm 28. The level dis-

placement of the connecting points 32 and 33 of the operating arms 28 and 29 corresponds about to the level displacement of the connecting points 30 and 31. In the closed position of the rear roof part 6, the operating arms 28 and 29 extend from their connecting points 32 and 33 first over part of their length in the longitudinal vehicle direction and are then angled upwardly at an obtuse angle of about 120 to 150° which is greater for the operating arm 29 than it is for the operating arm 28. The arms 34 and 37 are disposed in the closed position of the rear roof part 6 also at an angle of about the same size. For the arm 34, which is connected to the rear roof part 6 at the pivot joint 35 a stop 39 is provided which, in the shown closed position of the rear roof part 6, abuts an inclined engagement surface 40 so that, upon biasing the roof part 6 by way of the operating levers 17 into the closed position, the stop 39 engages the engagement surface 40 whereby the coupling receiver 23 is firmly held in engagement with the support pin 24, whereby also the longitudinal position of the rear roof part 6 is secured.

Please replace the paragraph beginning on page 14, line 19 with the following rewritten paragraph:

Upon transferring the rear roof part 6 into the open position as shown in Fig. 6, the roof part 6 is first pivoted about the support pin 24, which determines the pivot axis 22 that is stationary relative to the roof frame member 44 since the roof part 6 is held with its receiver 23 in engagement with the pin 24 as the operating linkage 16 is biased toward this engagement position. This can be achieved for example by means of a gas spring 46 as shown in Figs. 7 and 10, wherein the gas compression spring 46 is shown supported on the vehicle body 18 and engaging the operating arm 28 and biasing it

toward the roof part 46 6. In accordance therewith the rear roof part 6 can be pivoted by way of the operating levers 17 in opening direction as indicated by the arrow 41 in Fig. 9 when applying a tensioning load on the operating levers 17. As shown in Fig. 9, the pivot path is limited to the point where the rear roof part 6 reaches the coupling lever 27 or a stop provided thereon. The position of the stop corresponds to a position of the rear vehicle roof 6 and an arrangement and a position of the operating linkage 16 such that pivoting of the operating linkage 16 in the direction of the arrow 42 results in an essentially linear further displacement of the roof part 6 in the direction of the arrow 43. Then, as a result, the receiver 23, which is firmly connected to the roof part 6, moves radially out of engagement with the support pin 24 so that the roof is no longer pivotally joined to the vehicle body. Then the roof part 6 moves along a path determined by the operating levers 17 and the operating linkage 16. This path is defined on one hand by the roof pivot joint 35 of the operating levers 17 and, on the other hand, the by the pivot joint of the coupling lever 27 on the roof part 6 via the bearing pin 25 with the pivot axis 45.